



Hongkong Daily Press.

ESTABLISHED 1857.



No. 16785, 號五十八百七千六萬一第 日九十二月二十年亥辛 HONGKONG, FRIDAY, FEBRUARY 16TH, 1912. 五拜禮 號六十月二年二十百九千一英港香 PRICE, \$3 PER MONTH.

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Hongkong, 29th April, 1908. [a1404]

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Hongkong, 26th October, 1906. [1272]

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TERMS VERY MODERATE Consultation Free. Branch, 21st September, 1905. [1171]

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1.00 p.m. to 5.00 p.m. Every 15 minutes.
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Hongkong, 12th April, 1911. [a591]

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[a1085]

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"Sanders of the River," by Edgar Wallace.

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NORTH BOUND.

1st Class Fares	Shanghai (Steamer) ... Lv.	Dairen (S.M.R. Train) ... Ar.	Thurs. Sat.	Sun. Tues.	Fri.
\$40	8.00 a.m.	3.50 p.m.	"	"	"
Y 14.95	Mukden (Russian Train) ... Lv.	4.05 "	"	"	"
Y 11.50	Changchun (Russian Train) ... Lv.	10.30 "	"	"	"
R 9.60	Harbin (Russian Train) ... Lv.	12.30 a.m.	Mon.	Thurs.	Sat.
		8.10 "	"	"	"

Connecting at Harbin with { State Express for Moscow, Wagon-Lite for Moscow, State Express for St. Petersburg.

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	Harbin (Russian Train) ... Lv.	Changchun (S.M.R. Train) ... Lv.	Mukden (Russian Train) ... Lv.	Dairen (Steamer) ... Lv.	Shanghai (S.M.R. Train) ... Ar.
R 9.60	12.00 a.m.	8.40 p.m.	10.00 "	5.00 a.m.	5.15 p.m.
Y 11.50	"	"	"	"	"
Y 14.95	"	"	"	"	"
Y 40.	"	"	"	"	"

* Russian Train Time is 23 minutes faster than S.M.R. Time. For instance, 6 p.m. by the former is 5.37 p.m. by the latter.

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Hongkong, 4th January, 1912. [137]

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FREDERICK REICHMANN, Proprietor. (Late Manager of J. H. LYONS (Trocadero) leading Caterers in London, and GRAND ORIENTAL HOTEL, Colombo). TELEPHONE No. 197. TELEGRAPHIC ADDRESS "COMFORT," Hongkong. Hongkong, 1st September, 1910. [a29]

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Picnic, Tiffin and Tea Parties to Kowloon Catered for on day Notice being given. Motor Cars for excursion to Kowloon Water Works, City, etc., will be provided if wanted.

Terms: per day, per month. Single Rooms \$3 to \$5 \$65 to \$95. Double Rooms \$5 to \$8 \$110 to \$160. M. J. NATHAN, Manager.

Formerly of the Palace Hotel, Shanghai, China. H. BUTTONJEE, Proprietor. [1352]

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Hongkong, 31st July, 1907. [1277]

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In Quality and Price they are unequalled.

	Per dozen.	Per bottle.
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C. OLOROSO	22.30	1.90
D. SUPERIOR PALE DRY	24.30	2.05
E. FINEST PALE DRY, NUTTY	29.80	2.55

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LIMITED,

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[23]

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ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Telegraphic Address: PRESS.

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P. O. Box, 84. Telephone No. 19.

DEATH.

At the Peak Hospital, on the 15th, Miss ETHEL MAUD WATSON KENNEDY, aged 22. Funeral passes the Monument at 9 a.m. on Friday.

HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, FEBRUARY 16TH, 1912.

The end of this week marks the end of the current Chinese year, and also, theoretically, of the Chinese calendar, though we very much doubt whether, in a century's time, there will not be found persons who still reckon by the old system, just as in remote parts of the British Isles one occasionally finds people who celebrate Old Christmas Day and Old New Year's Day, in spite of the century and a half that have elapsed since the Julian calendar gave way to the Gregorian. Indeed, there are advantages about the Chinese lunar-solar calendar that would naturally tend to keep it from passing speedily into the limbo of outworn inventions. A glance at a Chinese calendar is enough to tell one immediately the age of the moon and the time of its rising, and, correlatively, the time of flood and ebb tides, all of which will be lost with the adoption of the Gregorian calendar. As with every reform in China, the positive inertia of the vast bulk of the country will help to retard its adoption. Not more than one-tenth of the people can now know anything about the new system they are to adopt, and it

will take many a day before the order establishing it penetrates to the remotest parts of the land, and quite as many more before

"Thirty days hath September, April, June and November"

is known everywhere. Though the new Government have, we believe, acted wisely in prescribing the change at once, they would be ill-advised if they hoped to see more than a gradual alteration—the two calendars used side by side, and the European slowly taking the place of the Chinese during the next decade. Apart altogether from the natural difficulty of suddenly uprooting an ingrained habit of thought, and of educating the masses into the use of a fresh system, some considerations that would make a sudden change, actually impossible, will be obvious. The substitution, without due and sufficient warning, of a year of 365 days for one of about 355, would involve in confusion many a loan and contract. It is true that, by the artifice of adding an intercalary month when necessary, three Chinese years are made equal to three European, but interest is levied monthly in China, so that the change to the Western calendar would entail a loss of about 3 per cent. to the lender, unless time were allowed for adapting rates of interest to the longer month. Then, again, there is the question of the only national holidays China knows—the periodic festivals. The New Year's holidays will, of course, be transferred to the beginning of January, but it will not be so easy to determine whether the others shall also be altered to the corresponding dates in the new calendar, or shall follow the lunar dates, and become moveable festivals. These festivals, are much more than ordinary holidays; they are the periodic settling days for all Chinese merchants, and complications would be inevitable if they were made uncertain in their incidence. Quarter days are objectionable enough anyhow, but think of a moveable quarter day! On the other hand, if they are fixed according to the Western calendar, they will lose a large part of their significance, when it is dependent on the moon, as in the case of the mid-Autumn festival, which occurs at the full moon nearest the autumnal equinox. At the same time, foreign merchants will find the abolition of duplicated and irregularly occurring holidays an advantage; and missionaries will doubtless appreciate a change which will make Christmas a fixed festival even in the Chinese calendar, though (supposing that Chinese festivals are transferred to their corresponding foreign dates) its coincidence with the Festival of the Kitchen God may be found objectionable. For the missionary, too, another difficulty will be removed—that of the date of Easter. As it is, some of us find it hard enough to work out when is "the First Sunday after the Full Moon which happens upon, or next after the Twenty-first Day of March"; and to remember that "if the Full Moon happens upon a Sunday, Easter Day is the Sunday after"; but what it would have meant to any Chinese who tried to puzzle it out, and then found that his own twenty-first of March was of no use as a basis for the calculations, it is impossible to imagine. As the Chinese Church developed, this question of the date of Easter must have been found an ever-increasing difficulty—it should be remembered that this very point has helped in the separation of the Greek and Roman Churches—but, with the adoption by China of the Gregorian system, all fear of a divergence of practice between the Chinese and Western Churches will vanish. We assume that the Republican Government intend to persist in the change, and not to allow it to become a dead letter; they have started at the right time, and have only to adhere steadily to the reform to make it as inseparably associated with the idea of the Republic as the old calendar will be with the idea of the Empire; then, the Gregorian calendar will win a vogue wherever the cause of the Republic is favoured.

A boy about five years old fell from a first story window in Lee Yuen Street yesterday. He died whilst being taken to a dispensary in Wanchai.

The dead body of a coolie was found in the No. 2 hold of the s.s. *Hopsang* yesterday. The coolie, who had no business on the steamer, belonged to a lighter lying alongside.

A wireless message from the P. and O. s.s. *Himalaya* was received yesterday afternoon via Formosa and Foochow to the effect that the vessel expects to arrive here at 10 a.m. this morning instead of noon.

Lieut.-Colonel G. D. Close, R.E., on arrival home from Hongkong, has been appointed Commanding Royal Engineer in the Isle of Wight.

Engineer Commander F. W. Highton, who has been chief engineer of the Naval Dockyard, Hongkong since July, 1909, has just been retired under the age regulations.

Inspectors McHardy and Fenton have been granted the third class medal for long and meritorious service.

Lieutenant I. A. S. Hutton who is to take over the command of the river boat *Sandpiper*, which is being recommissioned, is acting as gunnery officer on the cruiser *Hawke* on the voyage out. The new skipper of the *Sandpiper* has served in the fleet for the past 14 years, and reached his present rank in March, 1904. He is no stranger to the Station, having served there on the *Andromeda* during her 1904-6 commission.

A German resident of Bangkok has published a letter in the German Press regretting the fact that a Prince was not sent to represent the German Empire at the recent Coronation of the King of Siam. He contrasts the action of his own Government with that of the British Government, who sent a brother of the Queen to represent them. The *Hamburger Correspondent* thinks the complaint is misplaced. The good understanding which Germany has with Siam is shown, the journal remarks, by the fact that Prince Mahidol, a brother of the reigning King of Siam, is a member of the High Cadet College of Litterfelde, and is destined to later enter the German fleet. Prince Mahidol is spending his holidays in gaining knowledge about various German institutions, and recently inspected the harbour works at Hamburg.

THE MAGISTRACY.

A Revolutionary soldier was yesterday fined \$50 for carrying a sword without a license.

Sergeant Gerrard and a party of police made a raid last night on a house in Queen's Road East. The result was the arrest of fourteen men for gambling. Mr. Irving subsequently fined them \$3 each.

At about 1.15 p.m. on Wednesday, two Chinese entered Watson's mineral water depot at Kowloon, during the hour when all the coolies were away at tiffin. The only occupant of the depot was the assistant manager, an old gentleman aged about 61 years. One of the men advanced and asked him the whereabouts of a certain person and while he was answering, the other man sprang forward and caught him by the shoulders and throat. The obvious intention of the assailants was to rob the safe, which contained a large amount of money, as they threw pepper in the old man's eyes to blind him. He, however, was not daunted by the suddenness of the attack, for he jumped up and slashed right and left with his knife and fork, cutting one of the Chinese from the side of the mouth to the ear, and opening up the jaw and tongue. Both men cleared off, and the assistant-manager called out "save life" in Chinese. The cry was heard by an Indian watchman, who went in pursuit of the men and succeeded in capturing one of them. The other man was headed off by a number of soldiers of the 126th Butchis, and captured on a waste piece of ground near Chatham Road. At the police station, the second man was found to be in possession of two long Turkish daggers, and a quantity of pepper in a box. The men were brought before Mr. C. D. Melbourne yesterday and were remanded to the 22nd inst.

THEATRE ROYAL.

To the regret of the large section of the community who have attended at the Theatre Royal as they have never done before, the Lang-Holloway Company have brought their visit to the Colony to a close. Their last performance here, "The Taming of the Shrew," was given last night in presence of a crowded house which showed its appreciation by a most striking display of enthusiasm when the curtain dropped. Mr. Matheson-Lang repeated his brilliant representation of Petruchio and was warmly applauded, a similar compliment being paid to his talented wife for her interpretation of Katherine. The play went with a delightful swing and the vein of comedy was admirably sustained throughout.

The company leave to-day for the north.

THE NEW TROOPS FROM INDIA.

The following details arrived per R.I.M.S. *Dufferin* on 13th inst., and have been taken on the strength of the Command:—

26th Punjabis.—Major L. B. Walton and wife, Major O. H. Lawson, Captains G. O. Turnbull, E. A. Maude, Lieuts. G. W. Anderson, H. D. Drysdale, L. J. Torrie, J. D. Fulton, H. C. W. Dillon, Captain E. H. V. Hodge, I.M.S., 17 Indian Officers, 809 N.C.O.s and men, 50 public followers, 46 private followers, 13 horses, and 12 mules.

21st Punjabis.—Lieuts. S. M. Cookson and W. F. Haynes.

20th Duke of Cambridge's Own Infantry.—Captain P. D. Saxton and wife, Captain P. W. Elliott, wife and child.

30th Mule Corps.—30 N.C.O.s and men, 1 horse, and 153 mules.

The following details arrived per R.I.M.S. *Northbrook* on 14th inst., and are taken on the strength of the Command:—

24th (Hawara) Mountain Battery.—Major L. L. Hepper, Captain I. S. Cobbe and wife, Lieuts. W. D. Lindsay, D. G. T. Sneyd, F. A. S. Morgan, 3 Native Officers, 1 Sub-Assistant Surgeon, 307 rank and file, 49 followers, 11 horses, and 187 mules.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

OPENING OF PARLIAMENT.

THE DEBATE ON THE ADDRESS.

London, February 15th.

Parliament was re-opened yesterday.

The weather was dull and dry when Their Majesties drove in state from Buckingham Palace to Westminster to open Parliament, receiving splendid ovations en route.

The usual brilliant scene in the House of Lords was somewhat dimmed by the court mourning of the peeresses, the black being only relieved by the white plumes and veils.

THE KING'S SPEECH.

His Majesty's speech from the Throne stated—

"My relations with foreign Powers continue friendly. A state of war between Italy and Turkey unfortunately still exists, and my Government is ready whenever a favourable opportunity occurs to join with other Powers in any mediation to terminate hostilities. The situation in Persia continues to engage the serious attention of my Ministers, who are in constant communication with the Russian Government regarding the Persian Government's efforts to re-establish order and tranquility. The papers will be laid on the table as soon as possible. I trust that the crisis in China will soon be satisfactorily terminated by the establishment of a stable form of government in conformity with the view of the Chinese people. My Government will continue to observe the attitude of strict non-intervention while taking all necessary steps to protect British life and property. They fully recognise that the leaders on both sides in China have shown every desire to safeguard the lives and interests of foreigners resident in the Empire. Papers on the subject will be laid on the table. I am glad to announce that the Opium Conference has arrived at an agreement."

The speech further dwells on the Durbar, which furnished overwhelming proof of the devotion and loyalty of the princes, nobles and peoples, and the spontaneous manifestations of affection and loyalty of all classes in Bombay and Calcutta. It proceeds: "We are not less moved by the welcome accorded us on our return home and in the sympathy in the personal sorrow which has overtaken my family." It trusts that the transfer of the capital to Delhi and other changes will promote the prosperity of India. It views with grave concern the prospect of disputes between employers and workmen, and firmly trusts that a reasonable spirit will prevail on both sides and so avoid the developments which would seriously affect the trade of the country and the welfare of the people. It mentions forthcoming legislation—Home Rule, Welsh Disestablishment, electoral reform, and certain social industrial reforms, also a bill to carry out the recommendation of the Imperial Conference to amend and consolidate the law relating to British nationality.

IN THE HOUSE OF LORDS.

In the House of Lords Lord Sheffield moved the Address to the Throne, which was seconded by Lord Lansdowne, who urged caution in the Turco-Italian mediation.

Lord Lansdowne said that in efforts to dispel misunderstandings such as had brought us to the eve of a serious quarrel, the Government would have the Opposition's support, and if Lord Haldane had succeeded in contributing to such an end, or had been able to take anything in the nature of an olive branch, the Opposition would congratulate him heartily as friends.

He concluded by describing the programme as outlined in the speech as preposterous.

The Earl of Crowe paid an eloquent tribute to Their Majesties, the success of whose tour was mainly due to Their Majesties' own devotion, fearlessness, simplicity and accessibility. They thus rendered a great service to the Empire. He dealt in similar terms with Lord Haldane's visit to Germany.

The Address was put to the vote and carried.

IN THE COMMONS.

In the House of Commons Sir H. Verney, M.P. for North Bucks, moved, and Mr. W. E. Gladstone, M.P. for Kilmarnock Burghs, seconded the Address to the Throne.

Mr. Bonar Law, in his speech, rejoiced at the success of Their Majesties' visit to India, and dealt with the transfer of the Government to Delhi, the expense of which he considered would be far greater than the estimate. He emphasised the undesirability of displaying to the people of India a lack of continuity of policy. He paid a tribute to Mr. Churchill's Navy speech, and said if he showed the same spirit in his policy he could rely on the support of the Unionists. He opined that the Insurance Bill would

never be carried out, and retorted to an interpolation by Mr. Asquith that the Unionists were prepared to repeal the Insurance Bill. He combated Home Rule and made a pointed reference to Lord Haldane's mysterious mission.

Mr. Asquith said that Mr. Bonar Law, referring to Lord Haldane's visit to Germany, had used the expression "limelight." As a rule the charge laid against the Government, particularly Sir Edward Grey, had been that of furtiveness, secrecy, and subterranean diplomacy, and it was rather a relief to find the Government carrying on diplomatic proceedings in the limelight. This, however, was a most serious matter, and he desired to use the language of seriousness as well as of hope regarding it. (Cheers.)

It was an undoubted and most lamentable fact that the traditional feelings of Anglo-German friendship and goodwill had been seriously overclouded during the last few months. When an atmosphere of suspicion was once created, fiction was readily replaced by facts, and legends which at other times were dismissed as incredible were easily accepted and widely believed. He had been told for instance, that there were masses of the German people who firmly believed that during the summer or autumn Britain meditated and was even prepared, for an aggressive attack on Germany. He was almost ashamed to contradict so wilfully extravagant a fiction. (Cheers.) It was a pure invention, without the shadow of a foundation for it. Nor was there anything, anywhere or at any time, of an aggressive provocative character in the movements of our fleet. The very fact, however, that such rumours could find credence, not indeed, with the German Government but in the minds of many intelligent and fair-minded people in Germany, was surely in itself a significant and most regrettable symptom. Both the British and German Governments had been and were animated by a sincere desire to bring about a better state of understanding, and in the course of last month the Government had indications that the visit of a minister to Berlin would not be unwelcome. (Cheers.) It might facilitate the attainment of a common object, and Lord Haldane was in any case going sooner or later to Germany on business in connection with the London University Commission. In the circumstances the Government thought it well that he should hasten his visit and take advantage of the suggestion for friendly and confidential communications with those controlling and guiding German policy. That involved both sides in a departure from conventional methods, but on both sides it was felt that frankness of statement and communication would be easier in the first instance it was a question of informal and non-committal communications rather than full dress diplomatic negotiations. (Cheers.)

Those expectations had been completely realised. (Cheers.) There was a perfect freedom of statement and a frankness of explanation over a wide area of discussion, and the very fact of such an interchange of views under such conditions ought in itself to dispel suspicion wherever it still prevailed that the Government had ever contemplated aggressive designs. He was happy to say that in itself was a great gain. He earnestly hoped, however, that he might go further, and say that he genuinely believed that the conversations might have more than this negative result. He could not at this stage make any prediction or enter into matters in detail, but he would say this, that the course of Lord Haldane's visit was unmistakable evidence of a sincere and resolute desire on both sides for the establishment of a better Anglo-German footing without either side in any way sacrificing or impairing the special relationship in which each stood to other Powers. (Cheers.) It was in that spirit and in the fresh light that this interchange of views afforded that both Governments were now engaged in a careful survey of practical possibilities. (Cheers.)

He heartily endorsed Mr. Bonar Law's remark that in matters of that kind they must possess and exercise the virtue of patience. (Cheers.) He also endorsed Mr. Bonar Law's note of personal congratulation to Their Majesties for the visit to India. The Government took full responsibility. The Durbar announcements involved no reversal of the policy of the partition of Bengal, but a re-arrangement in light of experience which he believed would increasingly commend itself. In reference to the charge of unconstitutionality, he asked: Was the House of Commons consulted in reference to the partition?

A SCENE BETWEEN THE PARTY LEADERS.

The debate in the House of Commons unexpectedly collapsed, following on heated passages between Mr. Asquith and Mr. Bonar Law, culminating in the former's most indignant repudiation of charges of corruption. He said these were the most serious charges that could be brought against a democratic Government and Mr. Bonar Law was bound to prosecute them on the floor of the House. He challenged the

Opposition to move an amendment to the Address. A long pause ensued, broken by Mr. Ramsay MacDonald moving the adjournment of the debate. There was great excitement in the lobbies, the members discussing the debate, chiefly Mr. Bonar Law's attitude in regard to the Insurance Bill. His undertaking to repeal the Bill evoked tumultuous cheering from the Liberal Benches, which Mr. Asquith emphasised dramatically, exclaiming—"Now you know that the repeal of the Insurance Bill is the first plank in the platform of the new Tory leader."

AN EXPLANATION.

London, February 15th.

Mr. Bonar Law has written to the Press explaining that the statement to his party were ready to repeal the Insurance Bill meant if they had an opportunity of dealing with it immediately. Once the Act was in operation, it could only be dealt with by means of drastic amendments.

Mr. Bonar Law's letter of explanation is described by the Liberals as a case of second thoughts attempting to remedy a blunder. The Unionist papers deny that the collapse of the debate was due to the consternation of the Unionists as a result of their leader's statement on the Insurance Bill. They declare that the Unionists were waiting for Mr. Ramsay MacDonald to move a Labour amendment, and that moreover, Mr. Bonar Law's attitude was in accordance with Mr. Forster's amendment on the Insurance Bill on December 6th.

THE AMENDMENTS.

A member of the Back Benches will move a Tariff amendment and will be supported by Mr. Bonar Law and his colleagues if an opportunity is given for its discussion.

It is officially stated that the amendment to the Address will be moved on the 19th inst. It amounts to a vote of censure on the Government for proceeding to legislation on great constitutional questions before carrying out the pledges to reform the House of Lords.

BRITISH OFFICIAL APPOINTMENTS.

London, February 15th.

Lord Sandhurst has been appointed Lord Chamberlain, and Mr. C. F. G. Maesterman has been appointed Financial Secretary to the Treasury.

THE BUDGET.

London, February 15th.

Mr. Asquith announced in the House of Commons that they hoped to take the Budget before Easter.

THE OPIUM CONVENTION.

London, February 15th.

The *Times* says it is hoped that the signature to the Opium Convention of all nations will be secured by the end of 1912, but there is good reason for thinking that another conference at The Hague will be necessary to deal with the questions arising from the present Convention. The fortunes of the anti-opium movement in China depend henceforth on China alone, but the *Times* has doubts as to the efficacious enforcement in China of the regulations regarding morphine and cocaine.

It is understood that the United States has undertaken to approach the South American Governments to secure their adherence and co-operation.

GERMAN ESTIMATES.

London, February 15th.

A Berlin telegram states that the Secretary to the Treasury, has introduced the Estimates in the Reichstag. He insisted that the extra outlay for defences must be covered out of current revenue, as the finances were part of the sinews of war, and Germany's credit must be maintained. He mentioned that an extra hundred thousand sterling would be asked for aeroplanes and dirigibles, and an additional £32,000 to strengthen the force at Kiaochow. He asked that the duties on diamonds from South-west Africa be amended in order to stimulate the production.

GERMAN POLITICS.

London, February 15th.

Reuter's correspondent at Berlin telegraphs that Herron Kaempf and Dore have been elected respectively President and second vice-President of the Reichstag, replacing Herron Spain and Paasche. Their re-election was necessitated by the Centre refusing to co-operate with the Socialists, while the Liberals objected to associate exclusively with the representatives of the Left.

EX-SAMOAN KING DEAD.

London, February 15th.

A wire from Melbourne states that the death has occurred of Mata Afa, the ex-King of Samoa, who resisted the Treaty Powers in 1893.

DYSENTERY.

A REVIVIFYING AND RESTORATIVE TREATMENT.
Second, perhaps, only to Malaria is the suffering caused by Dysentery, which is known by the intense pain and difficulty with which the bowels act, and by the passage of mucus and blood.

The treatment which may be regarded as classical is the administration of 15 to 20 grains of ipecacuanha in water, and repeating the dose every three or four hours. If begun early, this will nearly always give relief and arrest mischief. Only liquid nourishment should be given and, of course, the doctor should be summoned when possible. He will, no doubt, prescribe Dover's powder with quinine, hot fomentations and perfect rest in bed, and will legislate for any sudden relaxation of the bowels by a dose of astringent medicine, to which a few drops of laudanum have been added.

In considering the subsequent feeding of the sufferer, there is nothing upon which reliance may be more confidently placed than Sanatogen, which the physicians to practically all the crowned heads of Europe use to maintain and restore the health of their royal patients.

WHY IT IS SO VALUABLE.

It would be impossible to exaggerate the value of this preparation for the inhabitants of hot countries, and those who are subject to the enervating influences and diseases due to the climate. Composed of the body-building elements of the purest cow's milk, "chemically combined" with that salt of phosphorus which is found in the nervous system, Sanatogen exercises a nutritive influence over the whole body, which is as powerful as it is perfect.

It revitalises the blood, increasing the number of red corpuscles and their vital colouring matter on which depends their ability to absorb oxygen from the atmosphere and thus keep the tissues clean and the bodily functions working properly. It re-invigorates the nervous system, filling the body with a sense of vim and snap which makes a pleasure of the mere physical act of living, while it quickens the functions of the brain and restores the possibly failing memory to its full power of rapidly recalling any impression it desires. It is easily digested, so that it imposes no strain whatever on the often undiminished digestive system; it removes any sense of weariness from the muscles and makes them strong and firm instead of flabby and soft, as they so often are after an attack of dysentery.

CONVINCING MEDICAL TESTIMONY.

All these facts have been vouched for by hundreds of doctors practising throughout the length and breadth of China, as well as in other countries whose climate makes dysentery a common disease. These doctors have written letters over their own signatures describing the results they have obtained. Here are extracts from one or two of such letters, although, unfortunately, in accordance with medical etiquette, the names of the physicians cannot be mentioned.

Dr. P. K. C. Damoh, writes: "I have used Sanatogen in the treatment of dysentery and enteric fever and found it very useful. It has a high nutritional value, and is very useful in ulcerated conditions of the intestines."

Dr. H. H. W. H. Babugari, United Provinces, writes: "I have much pleasure in testifying to the value of Sanatogen in cases of dysentery, enteric fever and other exhausting diseases. I have used it regularly now in my practice for the past two years, and in no single instance have I been disappointed with its results. I can honestly affirm that many of my worst cases owed their recovery to Sanatogen. I could quote numerous cases where the administration of Sanatogen was followed by immediate and marked amelioration of the symptoms. I cannot speak too highly of its value, and I certainly consider it the best of artificial foods."

Sanatogen can be obtained of A. S. Watson & Co., Hongkong; SINCERA Co., Ltd., 215/21, Des Voeux Road, Hongkong, and of all Chemists. [99-421]

When on the Sick-list

a man's usefulness and enjoyment of life are about nil. He feels perhaps a burden to himself and a trouble to others. The cheerfulness natural to him is sadly overcast by the depression caused by continual indisposition. The sun of Good Health lies behind a black cloud, and before the warm rays can again rejoice him, that cloud must be dispersed. If such is your experience you should

Take

steps to ensure an immediate return of health and strength. This means that you should put your digestive organs in perfect order—cleanse the liver—regulate the bowels and kidneys—purify the blood—tone up the nervous system. To effect this thoroughly and completely you should put yourself through a course of that medicine which has proved of such exceptional value in so many cases—namely

Beecham's Pills

Sold everywhere in boxes, price 6d. (6 pills), 1/6 (12 pills) and 2/6 (24 pills).

SELF CURE NO FICTION!
THE NEW FRENCH REMEDY
THERAPION NO. 1
is a remarkably short time, often a few days or a week, to cure the most distressing and dangerous diseases.
THERAPION NO. 2
cures chronic diseases, such as rheumatism, neuralgia, sciatica, etc., which medical treatment fails to cure.
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THE LAND OF THE FUTURE.

RUSSIA'S GREAT SCHEME OF SIBERIAN EXPANSION.

Russia's dramatic coup in the Far East, by which she has deprived the Chinese Empire of the vast province of Outer Mongolia, will not only add a million square miles of territory and some 3,000,000 people to the Russian sphere of influence, but also means another step forward in the great schemes of Siberian expansion which have occupied the Government unceasingly since the war with Japan.

Siberia, Russia's vast hinterland, stretching from the Ural Mountains to the Pacific Ocean, has long been recognised as a land of immense potentialities. Once it was the land of the exile. Now it is the land of the emigrant, where the Russian peasant under his own flag may find a new home and new opportunities.

The policy of peopling Siberia received a set-back from the war, but immediately peace was declared the Government again turned its attention eastward, and since then the tide of emigration to the east has been constantly increasing in volume.

To-day the population of the 4,817,687 square miles comprising Siberia is 8,220,100, or under two people to the square mile. When it is pointed out that in European Russia the population averages sixty-two persons to the square mile it will be understood what vast solitudes there remain to be filled.

RICHES OF SIBERIA.

In the popular imagination, especially the imagination fed by melodrama, and sensational fiction, Siberia is a desert waste, icebound and snow-covered, with salt mines dotted here and there, in which victims of Russian tyranny grind out their lives in daily misery. As a matter of fact it is a country with wide stretches of rich black earth, waiting only for the farmer to become fruitful, with vast hidden stores of coal, iron, silver, and even gold, and with magnificent forests, rivaling in their timber possibilities the great wooded harvests of the American Continent.

Whether it be soon or late, it is a country destined to play a large part in the production of the world's food supply, and even to-day, when its development has but begun, it is producing 170,000,000 pounds—a good equalling 36lbs.—of cereals a year, while great flocks of sheep are being reared on its great prairies or steppes.

Despite the evidences on all hands, however, of the possibilities of the country, comparatively little has been done. Its cultivated area is but a patch on the vast tracts of virgin soil, its immense coal deposits have only been scratched, while its timber—in the Amur and Maritime provinces alone there are 500,000,000 acres of forest land—is still uncut.

Many schemes for the creation of new industries and the exploitation of the vast mineral and agricultural wealth of the country have been put forward, but the difficulties in the way have militated against success. The greatest want of Siberia is realising this, and now that the Government is beginning to open up.

A MATTER OF MILLIONS.
The first great achievement in this direction was the construction of the great Siberian Railway, in which over £140,000,000 was sunk before it was completed. It stretches from Moscow to Vladivostok, a distance of 5,527 miles, every inch, except the last strip across Manchuria, being in Russian territory.

This great achievement was but the foundation, as it were, of the Russian Government's plans for the development of its great eastern possession. Other immense railway schemes have since been projected, and in some cases decided on, involving the expenditure of further vast sums of money. They may be summarised as follows:—

Doubling and improving the present railway £22,000,000
Opening up Southern Siberia by a line running from Orsk through Orenburg to Semipalatinsk and Barnaul to the railway at Irkutsk 18,000,000

Connecting up St. Petersburg with a direct line to the Siberian Railway, hitherto approached only via Moscow 9,000,000

The Amur line, connecting the Siberian Railway with the eastern coast round the north of Manchuria, thus making it possible to travel from east to west entirely in Russian territory 31,000,000

A branch line from east of Lake Baikal to Kalkuta through the Gobi Desert in Mongolia through Urga, and on to Peking 15,000,000

This gives a total sum of £95,000,000 which Russia is planning to spend on the opening up of her Eastern Empire.

So far as the line to Peking is concerned, it was at first proposed that Russia should bear the cost of the line to Kalkuta, and that the remainder of the work should be carried on by the Chinese authorities. Now Russia announces that she has determined to construct the railway herself as far as Urga, in Mongolia, in order to tap the trade route through Mongolia into China.

The continuation of the line to Peking is a matter for the future, and it will be probably constructed under international auspices should the condition of China make her unwilling or unable to undertake the work.

The great commercial possibilities of Siberia are already being recognised in Europe, especially in Germany. Since the war the Russian objection to foreign consuls has been withdrawn, and the German Government, ever awake to the interests of its trading community, has established consuls in all the important towns along the Siberian Railway, while German commercial travellers are already to be found busily selling their wares from one end of Siberia to the other. A few British consuls are also to be found there, but so far the possibilities of a country have been recognised in but a half-hearted manner both by the British Government and British merchants.—London Daily Express.

LATEST STEAMER MOVEMENTS.

The H. A. Line str. *Savonia* left Shanghai on the 15th inst. a.m., and may be expected here on or about the 18th inst. p.m.

WM. POWELL, LTD.

TELEPHONE 346

Gentlemen's Outfitters.

NEW DELIVERY OF "GLYN'S" HATS.

NEW SHADES AND STYLES IN SOFT FELTS.
NEW STRAWS.
NEW BOWLERS.

MODERATE PRICES.

"GLYN'S" HATS ARE HAND-MADE.

Wm. Powell, Ltd.,

(Sole Agents for Glyn's Hats.)

GARNER, QUELCH & Co.,

WINE MERCHANTS,

DES VOEUX ROAD CENTRAL,

TELEPHONE 636.

Supply the Highest Quality WINES, SPIRITS, CIGARS
AND CIGARETTES obtainable, consistent with price.

All Wines and Spirits bottled in Europe by Shippers of

World-wide reputation.

OVER FORTY COLOURS TO SELECT FROM



From top to bottom of a House
Hall's Distemper is the quickest, cleanest and most healthful form of decoration, as well as the one which conforms most to the requirements of modern fashion and good taste.

Hall's Washable Distemper
(Trade Mark)
makes beautiful washable walls.
It is applied with a white-wash brush, disintegrates and destroys all microbes, dries like flat paint, and sets hard as cement. It contains no lead and therefore does not discolour or turn black, nor crack, scale or peel off.
Made in two qualities for inside and outside work; sold and used by decorators everywhere.
Sample Shade Card and full particulars sent free on application to
William C. Jack & Co., Ltd.

THE ANNUAL PERIOD OF "FINANCIAL STRINGENCY."

Every China New Year, remarks the writer of "The Week's Finance" in the N. C. Daily News, is marked by financial stringency, whether there are funds in the place, or not, owing to the habit of the Chinese to settle accounts. But this year there are other factors as potent as the settling in the money market, in spite of which the stringency is keenly felt. The local native banks and the Chinese dealers have been for some time past in the queer position of receiving money for the produce sold without paying out, for while there have been some exports there has practically been no import trade at all. But political conditions have rudely shaken the confidence essential to trade, and thus in spite of the fact that there is more silver in the market than there has ever been at this time of the year, the money market is passing through strenuous times.

WEATHER REPORT.

On the 15th at 11.55 a.m.—The depression which was yesterday central over the Loobooos has deepened considerably and now lies over S. Japan. There is still a slight depression over the China Sea.

Pressure has increased along the East coast.
Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.10 inches.
The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT
• Hongkong & Neighbourhood

FORMOSA CHANNEL ... (N.E. winds, fresh to strong, Same as No. 1.)

SOUTH COAST OF CHINA BETWEEN HONGKONG AND LAMOOKA ... Same as No. 1.

SOUTH COAST OF CHINA BETWEEN HONGKONG AND HAINAN ... Same as No. 1.
• E. to N.E. winds, fresh; fair.

PIANOS

BY

THE LEADING EUROPEAN MAKERS

ON

HIRE.

The Robinson Piano Co.,

Des Voeux Road.

[49-1]

NOTICES TO CONSIGNEES

SWEDISH EAST ASIATIC CO. LTD., GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"YEDDO,"
having arrived. Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 9.30 a.m. All Claims must reach us before the 20th inst., or they will not be recognised.
No Fire Insurance will be effected by us in any case whatever.
Optional Goods will be landed here unless instructions are given to the contrary before Noon To-day.
Bills of Lading will be countersigned by the Undersigned.

ARTHUR NIELSON & Co., Agents.

Hongkong, 10th February, 1912. [304]

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRASAMHA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 19th inst., at 6 a.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on FRIDAY, 17th inst., at 10 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Optional Goods will be landed here unless instructions are given to the contrary before Noon To-day.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 12th February, 1912. [307]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "LENNOX"

FROM GLASGOW, LIVERPOOL AND SYDNEY.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 12th February, 1912. [306]

CHAPOTEAU'S MORRHUOL

Superior to Emulsions or Cod Liver Oil.

Each tiny Morrhual capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules.

Sold by all chemists.

113-5

THE BANK LINE LTD.

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER. B.C.
SEATTLE &
PORTLAND (Or.).

VIA
SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON PORTS.

For MANILA.	For VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).
	LUCERIO 16th Feb.

To be followed by other Steamers of the Company at
regular intervals.
Calling at AMOY and KEELUNG if sufficient
inducement offers.
The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
Telephone No. 780. King's Building, Praya Central.

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

Proposed Sailings.
S.S. "KATANGA" ... 5,600 tons ... to Follow.
And regularly thereafter.
For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED.
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

Proposed Sailings.
From HONGKONG: ... 17th February.
From COLOMBO: ... 17th February.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED.
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.
THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED.
MANAGING AGENTS, [42-43-44]

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £43 to London (return ticket £74)
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular
or Civil Service, on application.

STEAMERS.	Tons	Starting	1912
MONGOLIA	27,000	"	SATURDAY, 2nd March, at 1 P.M.
KOREA	18,000	"	TUESDAY, 2nd April, at 1 P.M.
SIBERIA	18,000	"	TUESDAY, 16th April, at 1 P.M.
MANCHURIA	27,000	"	TUESDAY, 30th April, at 1 P.M.
MONGOLIA	27,000	"	MONDAY, 20th May, at 1 P.M.
INTERMEDIATE.	Tons	Starting	
NILE	11,000	"	FRIDAY, 23rd Feb., at 1 P.M.
PERSEA	9,000	"	TUESDAY, 26th March, at 1 P.M.
CHINA	10,200	"	TUESDAY, 23rd April, at 1 P.M.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).
FRED J. HALTON, AGENT.

Telephone No. 141.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LD., AND CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.
FRIDAY, 16th FEBRUARY, 1912.
8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN."
8 a.m. "HONAM."
5 p.m. "FATSHAN."

SATURDAY, 17th FEBRUARY, 1912.
8 a.m. "HONAM."
8 a.m. "HEUNGSHAN."
5 p.m. "KINSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to the Superior Saloon and Cabin Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sunday at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 18th FEBRUARY.
The Company's Steamship
"SUI AN,"
will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure
from Macao at 5 p.m.

CHINESE NEW YEAR HOLIDAYS.

HONGKONG-CANTON LINE.

Steamers to and from Canton will run as usual.

HONGKONG-MACAO LINE.

There will be no Steamer from Macao at 7.30 a.m. or Steamer from Hongkong at
12.30 p.m. on Sunday, the 18th instant.
There will be no 8 a.m. Steamer from Hongkong or 2 p.m. Steamer from Macao
on Monday, the 19th instant.

MACAO-CANTON LINE.

The s.s. "HOI SANG" will run as usual.

CANTON-WUHOW LINE.

The s.s. "SAINAM" and "NANNING" will run as usual.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Hongkong Hotel. [143]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN EMPIRE	8th March	Saturday, 2nd March. Saturday, 30th March.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.
For further particulars, apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
KOBÉ, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FAZILKA," 4,152 tons, Captain W. E. Whittingham, R.N., due at
HONGKONG from RANGOON on 25th Feb., will be despatched for YOKOHAMA and KOBÉ
on the 26th idem., at Noon, taking Cargo and Passengers at Current Rates. To be
followed by the S.S. "NUTTRA," 4,644 tons, Captain J. B. O'Sullivan.

WESTWARD.

The S.S. "FULTALA" will leave HONGKONG for SINGAPORE, PENANG and
RANGOON on the 7th March, 1912, followed by the S.S. "FAZILKA."
The above Steamers have excellent saloon accommodation for passengers and are
fitted with all modern conveniences.
For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.
Telephone No. 215.
Hongkong, 16th February, 1912. [297]

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR LONDON & ANTWERP. STEAMERS DATE OF DEPARTURE.
LONDON, ROTTERDAM & ANTWERP "CAEMARTHENSHIRE" On 4th Mar.
LONDON & A. TWEED "GIAMORGANHIRE" On 15th Mar.
LONDON & A. TWEED "DEN OF GLAMIS" On 31st Mar.

Most Steamers have excellent accommodation for a limited number of First Class
Passengers. Cabins are situated amidships, and are fitted with electric light and fans.
Attention is directed to the moderate fares charged.
Does not take Passengers.
For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.
Hongkong, 16th February, 1912. [59]

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	DATE OF DEPARTURE
SHANGHAI	"HANGSANG"	Saturday, 17th Feb., 11 a.m.
MANILA	"LOUNGKANG"	Saturday, 17th Feb., 2 p.m.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Thursday, 22nd Feb., Noon.
TIENTSIN	"CHIPSING"	Saturday, 24th Feb., Noon.
MANILA	"YUEHSANG"	Saturday, 24th Feb., 2 p.m.
SHANGHAI, KOBÉ & MOJI	"FOOKSANG"	Thursday, 7th Mar., Noon.

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).
The Steamers "KUTSANG," "NANSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and returning via Kobe, Inland Sea and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted through-
out with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chiao-
chow and Newchwang.
Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.
Hongkong, 16th February, 1912. [15]

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMANOEK	JAPAN	First half of Feb.	JAVA	First half of Feb.
TJIMAH	JAVA	First half of Feb.	SHANGHAI	Second half of Feb.
TJILATJAP.	SHANGHAI	First half of Feb.	JAVA	Second half of Feb.
TJITAROEM	JAVA	First half of March.	JAPAN	First half of March.
TJIPANAS	JAVA	First half of March.	JAVA	First half of March.
TJIBODAS	JAVA	First half of March.	JAVA	First half of March.
TJILIWONG	JAVA	First half of March.	SHANGHAI	First half of March.
			JAPAN	Second half of March.

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.
For Particulars of Freight and Passage, apply to the

Yok Buildings, 1st Floor. HONGKONG, 7th February, 1912.
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 17th Feb., 4 P.M.
RUBI	4000	S. Crosby	Manila, Mangarin, Iloilo and Cebu	On 29th Feb., 4 P.M.

For Freight or Passage, apply to
HONGKONG, 12th February, 1912.
SHEWAN, TOMES & Co., General Managers.
PHILIPPINES S.S. Co. [13]



TOYO KISEN KAISHA

TRANS-PACIFIC
WESTERN PACIFIC
DENVER AND RIO GRANDE

TRANS-CONTINENTAL
TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.
S.S. TENYO MARU ... 21,000 tons.
S.S. CHIYO MARU ... 21,000 tons.
S.S. SHINYO MARU ... 21,000 tons.

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western-
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.
Through Standard Sleepers.
Through Tourists' Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers)
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 625.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	Tons	DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, KOBÉ and MOJI	"PEKING"	6,500	About 5th April.

For Freight and Further Particulars, apply to
Telephone No. 171.
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East—46, DES VUEUX ROAD, HONGKONG.
SHANGHAI: 2-3, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.
FOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED
FOREIGN MONIES exchanged.
CHIEF OFFICE—LUDGATE CIRCUS LONDON, E.C.

As SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S

OLD VAT
No. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831

SCOTCH WHISKY.

SOLE AGENTS IN
HONGKONG, CHINA & MANILA
A. S. WATSON & Co., LTD.
[144]

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF
ABSORBING INTEREST,
By CHAS. J. HALCOMBE
(Formerly of the Imperial Chinese Customs
Ser. Cos. Author of "The Mystic
Flowery Land," etc.)

THE VOLUME which consists of 146
Pages, and includes a Sketch Plan of
historical interest showing the disposition
of the Forces at the battle of Kwellin, is dedicated
to Sir ROBERT HART, G.C.M.G., and Dr. A.
HARRIS.

Is description of Chinese Social Customs
and Superstitions, combined with the insight it
gives into political conditions in China, makes
"CHILDREN OF FAR CATHAY" an excellent
volume for presentation to friends at home.
Well bound in Yellow Cloth with Chinese
Emblem in Gold.

PRICE \$3.50

To be obtained from Messrs. KELLY &
WALSH, LTD., Messrs. BARNES & Co., or from
the Printers and Publishers, the "Hongkong
Daily Press" Office

SHIPPING

ARRIVALS.

Assaye, British str., 4,359 G. W. Cookman, R.M.S. 15th Feb.—Bombay 31st Jan., Mails and General—P. & O. S. N. Co.
 BOMBAY MARU, Japanese str., 3,593 T. Naguchi, 15th Feb.—Bombay via Singapore, General—Nippon Yusen Kaisha.
 DORVA, Norwegian str., 753, Sigeland, 14th Feb.—Changhai 12th Feb., General—We Yick & Co.
 HATUMU, British str., 641, A. H. Stewart, 15th Feb.—Swatow 14th Feb., General—Douglas, Lapsley & Co.
 MATHILDE, German str., 831, Chr. Uldrup, 14th Feb.—Haiphong and Hoihow 13th Feb., Rice and General—Jensen & Co.
 NORTHBROOK, British troopship, 2,966, Comdr. C. W. St. Anne, R.M.S., 14th Feb.—Rangoon 4th Feb., 24th Mountain Battery.
 TSIMAHU, Dutch str., 3,038, W. H. Lop, 14th Feb.—Java 6th Feb., Sagar—Java-China-Japan Line.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 15th February.
 Assaye, British str., for Shanghai.
 BOMBAY MARU, Japanese str., for Moji.
 Chio Maru, Japanese str., for San Francisco.
 DORVA, Norwegian str., for Haiphong.
 HATUMU, British str., for Singapore.
 HATUMU, British str., for Swatow.
 HANGANG, British str., for Shanghai.
 Yawata Maru, Japanese str., for Australia.

DEPARTURES.

15th February.
 CHINHUA, British str., for Shanghai.
 DORVA, Norwegian str., for Batavia.
 FULFALA, British str., for Kobe.
 HATUMU, British str., for Swatow.
 HANGANG, British str., for Shanghai.
 LUTEMOON, German str., for Saigon.
 SIBONG, British str., for Bangkok.
 TELMACHUS, British str., for Saigon.
 TYNANOEK, Dutch str., for Batavia.

PASSENGERS.

ARRIVED.
 For Hainan, from Swatow, Mr. Pitcairn, Rev. and Mrs. Waters and two children.
 For Northbrook, from Rangoon, Major L. L. Herper, Capt. and Mrs. I. S. Cobbe, Lt. W. D. Lindsay, Lt. D. G. T. Sneyd, Lt. F. A. S. Morgan, Sub-Asst. Surgeon G. L. J. J. J.
 For Assaye, from Hongkong, from London, Messrs S. Lane, P. J. Yester and Henderson.
 From Marseille, General and Mrs. F. C. Heath.
 From Bombay, Mr. Moha, Sgt. and Mrs. Kennedy, 2 children and 2 infants, Mr. and Mrs. N. Dejour, from Colombo, Col. N. H. Twigg and Mr. A. Matthews, from Singapore, Mr. C. Josina Zee, Mr. and Mrs. Samet, Mr. H. B. West, Mr. J. K. Walpole, Mr. E. Falkner, Mr. D. D. Mackie and Mr. N. Hampo.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P. M. S.S. Co. str. Mongolia from San Francisco sailed from Yokohama on the 13th inst. en route to Hongkong, and is due to arrive at Hongkong on the 23rd inst.
 The T.K.K. str. Nippon Maru sailed from Honolulu on the 5th inst. for Hongkong, and is due to arrive at this port on or about the 25th inst.
 The T.K.K. str. Tenyo Maru sailed from Honolulu on the 12th inst. and is due to arrive at Hongkong on the 4th prox.
 The P. M. S.S. Co. str. Persia sailed from San Francisco on the 13th inst. for Hongkong, and is due to arrive at this port on the 12th prox.

THE INDIAN MAIL.

The Indo-China str. Laisang left Singapore for Hongkong on the 10th inst., and is due here to-morrow.

THE AUSTRALIAN MAIL.

The I.G.M. str. Prinz Sigismund left Sydney on the 10th inst., at 11 a.m., and may be expected here on or about the 4th prox.

THE CANADIAN MAIL.

The C. P. R. Co. str. R. M. S. Montague, left Vancouver B. C. for Hongkong (via usual ports of call) on Wednesday, the 7th Feb. at p.m.

THE GERMAN MAIL.

The I.G.M. str. Yorck, carrying the German Mails with date from Berlin of the 24th ult., left Colombo on the 11th inst. p.m., and may be expected here on or about the 22nd inst.

MERCHANT STEAMERS.

The Austrian Lloyd's str. Vorwarts left Singapore for this port on the 10th inst., and will arrive here to-day a.m.

The H.A. Line str. Silezia left Shanghai on the 13th inst. a.m., and may be expected here to-day a.m.

The P. & O. S. N. Co. str. Himalaya left Shanghai on the 14th inst. at 5 a.m., and is due here to-day at noon.

The Dodwell New York Line str. Pathan left Foochow on the 14th inst. morning, and is due here this morning.

The Philippines Co. str. Zafiro left Manila on the 13th inst., and is due here to-day at daylight.

The H.A. Line str. Suenia left Singapore on the 11th inst. a.m., and may be expected here to-morrow a.m.

The "Ben" Line str. Benvenne from Midland and London, left Singapore on the 10th inst. for this port.

The N.Y.K. str. Inaba Maru (American Line) left Kobe for this port via Moji and Shanghai on the 9th inst., and is expected here on the 18th inst.

The str. Kalomo left Sabang on the 13th inst., and is due here on or about the 22nd inst. p.m.

The N.Y.K. str. Colombo Maru (Bombay Line) left Bombay for this port via Singapore on the 9th inst., and is expected here on the 27th inst.

The str. Olenturret passed the Suez Canal on the 6th inst., and is due here on or about the 7th prox.

The T.K.K. str. Bayo Maru sailed from Manila on the 3rd inst. for Hongkong via Honolulu and Japan ports, and is due to arrive at Hongkong on the 26th prox.

The "Mogul" Line str. Montrose left United Kingdom on the 26th ult. for Hongkong and Far East via the Straits.

The Bank Line str. Orteric sailed from Vancouver on the 1st inst. for Yokohama en route for Hongkong, where she is due to arrive at Yokohama on the 18th inst.

The str. Willetts left Tacoma on the 29th ultimo for Hongkong and Manila via Japan ports.

PASSED THE CANAL.

Jan. 12th—Jason, Palawan, Wey Castle.
 16th—Austria, Benvenne, Miyasaka Maru.
 19th—Suenia. 23rd—Mishima Maru.
 24th—Austria, Benvenne, Miyasaka Maru.
 26th—Benvenne, Feiho, Atrous. 30th—Benvalder.
 Feb. 2nd—Ceylan, Nelsu. 5th—Olenturret.
 9th—Mishima Maru, Benvenne, Miyasaka Maru.
 13th—Austria, Benvenne, Miyasaka Maru.
 15th—Austria, Benvenne, Miyasaka Maru.
 17th—Austria, Benvenne, Miyasaka Maru.
 19th—Austria, Benvenne, Miyasaka Maru.
 21st—Austria, Benvenne, Miyasaka Maru.
 23rd—Austria, Benvenne, Miyasaka Maru.
 25th—Austria, Benvenne, Miyasaka Maru.
 27th—Austria, Benvenne, Miyasaka Maru.
 29th—Austria, Benvenne, Miyasaka Maru.
 31st—Austria, Benvenne, Miyasaka Maru.

ARRIVALS AT HOME.

February 13th—Prometheus, Sontag.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DEPART.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOOCOTRA	Brit. str.	—	Jas. McGregor	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, &c. VIA USUAL PORTS OF CALL.	HIMALAYA	Brit. str.	—	G. J. Coldwell	P. & O. S. N. Co.	About 21st inst.
LONDON, ROTTERDAM & ANTWERP	CANMARTHENSHIRE	Brit. str.	—	E. T. Jones	JARDINE, MATHESON & Co., Ltd.	On 4th Mar.
LONDON & ANTWERP	GREENLOCH	Brit. str.	—	Reus	SHEWAN TOMES & Co.	About 12th Mar.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SPEZIA	Ger. str.	k. w.	Reus	HAMBURG-AMERICA LINE	On 1st Mar.
HAVRE & HAMBURG VIA STRAITS, &c.	SILEZIA	Ger. str.	k. w.	Reus	HAMBURG-AMERICA LINE	To-day.
HAVRE, BREMEN & HAMBURG, &c.	GOLDENFELS	Ger. str.	k. w.	Reus	HAMBURG-AMERICA LINE	On 5th Mar.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	SUEVIA	Ger. str.	k. w.	Reus	HAMBURG-AMERICA LINE	On 20th March.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SALONIKA	Ger. str.	k. w.	Reus	HAMBURG-AMERICA LINE	To-morrow.
MARSEILLES, HAVRE, ROTTERDAM, &c.	KAMO MARU	Jap. str.	—	E. L. Sommer	NIPPON YUSEN KAISHA	On 27th inst.
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	AKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 13th inst. at D'light.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	INABA MARU	Jap. str.	—	Bahie	HAMBURG-AMERICA LINE	On 14th March.
YOKOHAMA, B.C. & TACOMA VIA SHANGHAI, &c.	MEXICO MARU	Jap. str.	—	Tominaga	NIPPON YUSEN KAISHA	On 22nd inst. at 1 p.m.
YOKOHAMA, B.C. & TACOMA VIA SHANGHAI, &c.	DEHFLINGER	Ger. str.	—	F. Froesch	SAKURA, TOMES & Co.	On 27th inst. at Noon.
BOSTON & NEW YORK VIA FORM & SUEZ CANAL	KARONGA	Am. str.	—	E. Tarabochia	SANDER, WILHELM & Co.	On 21st inst. at Noon.
TRIESTE, Fiume, & Venice, via SINGAPORE, &c.	BOHEMIA	Aus. str.	—	E. Tarabochia	SANDER, WILHELM & Co.	About 6th March.
BOSTON & NEW YORK	PAVIA	Aus. str.	—	E. Tarabochia	SANDER, WILHELM & Co.	On 19th inst. at 5 p.m.
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	LUCERO	Brit. str.	—	E. Tarabochia	SANDER, WILHELM & Co.	About 22nd inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	W. W. Davison	THE BANK LINE, LIMITED	On 17th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGLE	Brit. str.	2 m.	W. W. Davison	CANADIAN PACIFIC RAILWAY	To-day.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHITO MARU	Jap. str.	—	W. W. Davison	CANADIAN PACIFIC RAILWAY	On 23rd inst. at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NILE	Am. str.	—	W. W. Davison	CANADIAN PACIFIC RAILWAY	On 2nd Mar. at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONGOLIA	Am. str.	—	W. W. Davison	CANADIAN PACIFIC RAILWAY	On 23rd inst. at 1 p.m.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	PACIFIC MAIL S.S. Co.	On 2nd Mar. at 1 p.m.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	E. Klugkist	NIPPON YUSEN KAISHA	To-day, at Noon.
AUSTRALIAN PORTS VIA MANILA	COLEMAN	Ger. str.	—	E. Klugkist	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	VORWARTS	Brit. str.	—	E. Klugkist	NIPPON YUSEN KAISHA	On 24th inst. at 10 a.m.
YOKOHAMA & KOBE VIA SHANGHAI	FAZUKA	Aus. str.	—	W. E. Whittingham	SANDER, WILHELM & Co.	To-morrow, at 5 p.m.
KOBE & YOKOHAMA	KAGA MARU	Brit. str.	—	M. Hergino	JARDINE, MATHESON & Co., Ltd.	On 26th inst. at Noon.
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	M. Hergino	NIPPON YUSEN KAISHA	On 29th inst. a.m.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	M. Winckler	MELCHERS & Co.	About 5th Mar.
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	KIYO MARU	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 13th Mar. at Noon.
JAPAN	TSUTSUKI	Dut. str.	—	E. Zwart	TOYO KISEN KAISHA	To-morrow, at Noon.
SHANGHAI	CHIFFING	Brit. str.	—	E. Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	ASSAYE	Brit. str.	—	E. Zwart	JAVA-CHINA-JAPAN LINE	On 24th inst. at Noon.
SHANGHAI	HANGANG	Brit. str.	—	E. Zwart	JAVA-CHINA-JAPAN LINE	To-day, at 10 a.m.
SHANGHAI	ASSAYE	Brit. str.	—	E. Zwart	JAVA-CHINA-JAPAN LINE	To-morrow, at Daylight.
SHANGHAI, KOBE & YOKOHAMA	YORCK	Ger. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	To-morrow, at M'night.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 18th inst.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	About 22nd inst.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 22nd inst. at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 24th inst. at M'night.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 26th inst.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 28th inst.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 30th inst.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 1st Mar.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 3rd Mar.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 5th Mar.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 7th Mar.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 9th Mar.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 11th Mar.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 13th Mar.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 15th Mar.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 17th Mar.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 19th Mar.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 21st Mar.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 23rd Mar.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 25th Mar.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 27th Mar.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 29th Mar.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 31st Mar.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 1st Apr.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 3rd Apr.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 5th Apr.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 7th Apr.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 9th Apr.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 11th Apr.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 13th Apr.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 15th Apr.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 17th Apr.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 19th Apr.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 21st Apr.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 23rd Apr.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 25th Apr.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 27th Apr.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 29th Apr.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 31st Apr.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 1st May.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 3rd May.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 5th May.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 7th May.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 9th May.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 11th May.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 13th May.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 15th May.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 17th May.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 19th May.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 21st May.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 23rd May.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 25th May.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 27th May.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 29th May.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 31st May.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 1st Jun.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On 3rd Jun.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	G. W. Cookman, R.M.S.	JARDINE, MATHESON & Co., Ltd.	On

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	16th Feb.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	HIMALAYA	16th Feb.	See Special Advertisement.
LONDON and ANTWERP	SOCOTRA	About 21st Feb.	Freight only.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. G. J. Coldwell		

For Further Particulars apply to
Hongkong, 16th February, 1912.

E. A. HEWETT,
Superintendent.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, THURSDAY ISLAND, COKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 16th Feb., 4 P.M.
SHANGHAI	"ANHUI"	On 17th Feb., 4 P.M.
MANILA, CEBU & ILOILO	"KAIPO"	On 22nd Feb., 4 P.M.
SHANGHAI	"CHENAN"	On 22nd Feb., 4 P.M.
SHANGHAI	"LINAN"	On 24th Feb., 4 P.M.
MANILA, CEBU & ILOILO	"TAMING"	On 27th Feb., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of SS. "KAIPO" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NT—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—
HONGKONG, 16th February, 1912.

BUTTERFIELD & SWIRE,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG" ...	Capt. J. W. Evans ...	TUESDAY, 20th Feb., at 11 A.M.
FOR SWATOW AND RETURN.		
(Occupying 3 Days).		
"HAIMUN" ...	Capt. A. H. Stewart ...	FRIDAY, 16th Feb., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS, LAFRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 16th February, 1912.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
SS. SUEVIA 18th Feb.	For HAVRE, HAMBURG & ANTWERP: SS. SILEBIA 16th Feb.
SS. BELGRAVIA 7th March.	For MARSEILLES, ROTTERDAM & HAMBURG: SS. SAKONIA 17th Feb.
SS. SACHSEN 18th March.	For MARSEILLES, ROTTERDAM & HAMBURG: SS. AMBRIA 27th Feb.
SS. C. FERD. LAEISZ ... 2nd April.	For ROTTERDAM, HAMBURG & ANTWERP: SS. SPEZIA 1st March.
SS. SITHONIA 10th April.	For HAVRE & HAMBURG: SS. GOLDENFELS 5th March.
SS. SCANDIA 26th April.	For HAVRE, BREMEN & HAMBURG: SS. PERUSSEN 14th March.
SS. BAYERN 3rd May.	For HAVRE, BREMEN & HAMBURG: SS. SUEVIA 20th March.

For Further Particulars, apply to—

HONGKONG 15th February, 1912.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA and PORT SAID.
SS. "BOHEMIA," 7,935 tons, will leave as above on February 19th, 1912, at 5 p.m.
SS. "AFRICA," 8,840 tons, will leave as above on March 19th, 1912, at 5 p.m.
TO SHANGHAI.
SS. "AFRICA," 8,840 tons, will leave as above on March 6th, 1912, at 6 a.m.
Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste Venetia, £50 1st, £26 2nd Class. No surtax, no tips, no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE.
SS. "VORWAERTS," 12,950 tons, will leave for YOKOHAMA and Kobe via SHANGHAI about February 17th, at 5 p.m.
SS. "NIPPON," 13,900 tons, will leave for TRIESTE, Fiume and Venice, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUVA, PORT SAID, about February 22nd.
These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venetia £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.
ROUND THE WORLD-TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to—
SANDER, WIELER & Co., Agents, Princo's Building.
Hongkong, 12th February, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS

"NIPPON MARU"

INTERMEDIATE STEAMER.
Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—
BUYO MARU, HONGKONG MARU and KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	FRIDAY, 16th FEB., NOON.
NIPPON MARU	A. G. Stevens	FRIDAY, 8th March, at Noon.
TENYO MARU	E. Bent	FRIDAY, 15th March, at Noon.
SHINYO MARU	H. S. Smith	FRIDAY, 9th April, at Noon.

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	SATURDAY, 17th FEB., NOON
BUYO MARU	10,500	TUESDAY, 9th April, at Noon.
HONGKONG MARU	11,000	FRIDAY, 7th June, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for
KWANG CHOW WANG AND HAIPHONG,
on WEDNESDAY, the 28th FEB., 1912, at 9 A.M.

For Passage and Freight apply to
P. THOMAS, N.M. Co.'s AGENT.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, and YOKOHAMA	"SEATTLE MARU"	6,182	THURSDAY, 22nd Feb., at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKO.	"TACOMA MARU"	6,178	TUESDAY, 16th April, at 1 P.M.
HAMA	"MEXICO MARU"	6,064	TUESDAY, 5th March, at 1 P.M.
	"CANADA MARU"	6,064	SATURDAY, 30th March, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:—

From Manila	...	G. \$130.00
From Hongkong, Shanghai and Keelung	...	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	...	G. \$ 95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	...	G. \$100.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers. Situated AMIDSHIP. A limited number of Cabin Passengers carried at Low given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
FOOCHOW via SWATOW and AMOY	"CHOSEUN MARU"	SUNDAY, 18th Feb., at 8 A.M.
TAMSUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 18th Feb., at 10 A.M.
ANPING via SWATOW and AMOY	"ROSHU MARU"	WED'DAY, 21st Feb., at 8 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

772-778

S. HIROL,
MANAGER

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 28th Feb., at Daylight.
	AKI MARU Capt. K. Homma	7,000	WED'DAY, 13th Mar., at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	INABA MARU Capt. Tominaga	7,000	TUESDAY, 27th Feb., at Noon.
	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 26th Mar., at Noon.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. K. Kon	7,000	SATURDAY, 23rd Mar., from Kona.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 16th Feb., at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 15th March, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	HAKATA MARU Capt. H. Nomura	7,000	THURSDAY, 22nd February.
KOBE and YOKOHAMA	KAGA MARU Capt. M. Hagino	7,000	THURSDAY, 29th Feb., A.M.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WED'DAY, 13th Mar., at Noon.
SHANGHAI & KOBE	KIRIN MARU Capt. Deguchi	4,000	MONDAY, 26th February.
SHANGHAI, MOJI & KOBE	COLOMBO MARU Capt. J. Toranaka	5,000	WED'DAY, 28th February.

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only

NEW LINE OF STEAMERS

BETWEEN
KOBE & CALCUTTA.

REGULAR FORENIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—
"TENSIN MARU," 4,000 tons, Capt. Hori, February 24th.

1912 PASSENGER SEASON 1912

STEAMER	TONS	CAPTAIN	FROM HONGKONG
KAMO	9,000	F. L. Sommer	February 28th.
AKI	7,000	K. Homma	March 13th.
MISHIMA	9,000	A. C. Moses	March 27th.
KAGA	9,000	M. Hagino	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.
HITACHI	9,000	T. Yamawaki	May 8th.
MIYASAKI	9,000	T. Mural	May 22nd.

STEAMER	TONS	CAPTAIN	FOR SEATTLE
INABA MARU	7,000	S. Tominaga	February 27th.
TAMBA	7,000	K. Noda	March 26th.
SANUKI	7,000	T. Iizawa	April 24th.
AWA	7,000	S. Tominaga	April 23rd.
INABA	7,000	S. Tominaga	May 21st.

For further information, apply to—
T. KUSUMOTO, MANAGER.
[12-1]-1

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	Hongkong	from Colombo to	MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)
COLOMBO		MARSEILLES & LONDON		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons
HIMALAYA	7000	February 17	MACE DONIA	10500
ASSAYE	7500	March 2	MOREA	10000
INDIA	8000	March 16	Through Steamer	March 30
DEVANHA	8000	March 30	MOLDAVIA	11000
DELTA	8000	April 13	MAJOJA	12500
ASSAYE	7500	April 27	MONGOLIA	10000
OCEANA	7000	May 11	MALWA	11000
DEVANHA	8000	May 25	CHINA	8000
DELTA	8000	June 8	MACE DONIA	10500
ARADIA	7000	June 22	MOREA	10000

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

1st SALOON £71.10 SINGLE. £106.14 RETURN.

2nd £48.8 £72.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave	Due
HONGKONG		LONDON
NILE
NUBIA
SUMATRA
NABUR
PAUWAN
BORNEO
SYRIA
NORE

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:
1st SALOON £55.0 SINGLE. £82.10 RETURN.
2nd £38.10 £57.4

For further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.